10/783968

```
SHOW FILE
File   6:NTIS 1964-2006/Mar W1
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File   8:Ei Compendex(R) 1970-2006/Mar W2
         (c) 2006 Elsevier Eng.  Info. Inc.
File  25:Weldasearch 19662006/Feb
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File  81:MIRA - Motor Industry Research 2001-2006/Jan
          (c) 2006 MIRA Ltd.
File  94:JICST-EPlus 1985-2006/Dec W4
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File  95:TEME-Technology & Management 1989-2006/Mar W2
         (c) 2006 FIZ TECHNIK
File 266:FEDRIP 2005/Dec
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```

Set	Items	Description
S1	0	(STOP? (2W) VEHICLE) AND (SPEED? (3W) (DECREAS? OR REDUC?-)) AND (MONITOR? (2N) SPEED?)
S2	0	(STOP? (4W) VEHICLE) AND (SPEED? (3W) (DECREAS? OR REDUC?-)) AND (MONITOR? (4N) SPEED?)
S3	1	(STOP? (S) VEHICLE) AND (SPEED? (3W) (DECREAS? OR REDUC?)) AND (MONITOR? (4N) SPEED?)
S4	0	"LO-JACK" OR "LO JACK"
S5	508	SHUTDOWN? AND SPEED?
S6	5	S5 AND (REDUC? (3N) POWER?)
S7	5	RD (unique items)
S8	0	((DECREAS? OR REDUC?) (2W) SPEED?) AND (STOP? (3N) VEHICLE) AND SHUTDOWN?

10/700539

```
SHOW FILES
File   6:NTIS 1964-2006/Mar W1
         (c) 2006 NTIS, Intl Cpyrght All Rights Res
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File  63:Transport Res(TRIS) 1970-2006/Feb
         (c) fmt only 2006 Dialog
File  65:Inside Conferences 1993-2006/Mar 20
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File  81:MIRA - Motor Industry Research 2001-2006/Jan
          (c) 2006 MIRA Ltd.
File  94:JICST-EPlus 1985-2006/Dec W4
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File  95:TEME-Technology & Management 1989-2006/Mar W2
         (c) 2006 FIZ TECHNIK
File 266:FEDRIP 2005/Dec
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```

Set	Items	Description
S1	0	(CONTROL? (2W) SPEED?) AND (TRACK? (3W) SPEED?) AND (DOWNS-HIFT? OR "DOWN-SHIFT")
S2	0	(CONTROL? (S) SPEED?) AND (TRACK? (3W) SPEED?) AND (DOWNSH-IFT? OR "DOWN-SHIFT")
S3	0	(CONTROL? (S) SPEED?) AND (TRACK? (5N) SPEED?) AND (DOWNSH-IFT? OR "DOWN-SHIFT")
S4	1	(TRACK? (5N) SPEED?) AND (DOWNSHIFT? OR "DOWN-SHIFT")
S5	0	("E-LINE" (2N) TRACK?) AND SPEED?
S6	1	"E-LINE"
S7	2	DOWNSHIFT? AND TRACK? AND BRAK? AND TORQUE?

4/3,KWIC/1 (Item 1 from file: 95)

DIALOG(R)File 95:TEME-Technology & Management
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01719796 20030203248

Starter alternator in zero inertia configuration: expanding the functionality of the zero inertia drivetrain

('Starter Alternator'-Aggregate in traegheitslosen Konfigurationen)

Verbakel, MJL; Rodel, M; Druten, RMvan

CVT Congress, VDI-Ges. Entwicklung Konstruktion Vertrieb, Muenchen, D, Oct. 7-9, 2002VDI-Berichte, v1709, n2, pp403-419, 2002
Document type: Conference paper Language: English
Record type: Abstract
ISBN: 3-18-091709-1
ISSN: 0083-5560

ABSTRACT:
...mechanical torque-assist by accelerating in the opposite direction of the engine during a fast downshift . Compared to the crankshaft mounted SA, this alternative drivetrain will greatly improve the acceleration response...

...a vehicle through regenerative braking (5 %) and a stop-go strategy (4 %). Lowering the engine speed or E-line tracking can further decrease fuel consumption by 8 %. This strategy will only be accepted by the...
...mechanical power-assist by accelerating in the opposite direction of the engine during a fast downshift of the transmission. This configuration is therefore able to maintain a low engine speed and...

4/9/1 (Item 1 from file: 95)

DIALOG(R)File 95:TEME-Technology & Management
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01719796 20030203248

Starter alternator in zero inertia configuration: expanding the functionality of the zero inertia drivetrain

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CVT Congress, VDI-Ges. Entwicklung Konstruktion Vertrieb, Muenchen, D, Oct. 7-9, 2002VDI-Berichte, v1709, n2, pp403-419, 2002
Document type: Conference paper Language: English
Record type: Abstract
ISBN: 3-18-091709-1
ISSN: 0083-5560

ABSTRACT:
The fuel economy of a vehicle equipped with an internal combustion engine can be improved by operating the engine at low rotational speeds where its optimum efficiency is found, also known as E-line tracking. However, if the engine is not oversized, this will significantly reduce the acceleration potential. An assist is then needed to guarantee an immediate response. This paper presents an alternative drivetrain concept in which the SA is connected to the primary and secondary side of a continuously variable transmission (CVT) through a planetary gear set. In this so-called Zero Inertia configuration (ZI), the inertia of the SA (Starter Alternator) will act as a mechanical torque-assist by accelerating in the opposite direction of the engine during a fast downshift. Compared to the crankshaft mounted SA, this alternative drivetrain will greatly improve the acceleration response without compromising the fuel economy of a CVT in eco-mode. The addition of an SA to a drivetrain can significantly reduce the fuel consumption of a vehicle through regenerative braking (5 %) and a stop-go strategy (4 %). Lowering the engine speed or E-line tracking can further decrease fuel consumption by 8 %. This strategy will only be accepted by the driver if the driveability is not compromised. The SA-CVT configuration can not meet this requirement because the SA does not have enough power to enable an immediate response at higher vehicle speeds. The functionality of the SA is greatly improved by mounting the SA in a Zero Inertia configuration. The inertia of the SA will act not only as an electric torque -assist but also as a mechanical power-assist by accelerating in the opposite direction of the engine during a fast downshift of the transmission. This configuration is therefore able to maintain a low engine speed and still have an immediate acceleration response available at high vehicle speeds. Compared to the standard CVT in sport-mode, an improvement in fuel economy of up to 15 % is possible. Currently under investigation for further enhancement of the SA-ZI transmission are: -Reducing the torque transmitted through the CVT bell during launching and acceleration by applying an electric torque of the SA. This increases the torque capacity of the CVT. Optimising the ratios of the planetary gear set to increase the effectiveness of the power-assist and fuel economy; -Replacing the CVT with an Automated Manual Transmission (AMT), while eliminating the torque interruption using the inertia, i.e. applying the energy stored in the rotating inertia of the SA. This will enable a significant cast and weight reduction with respect to a standard AT or CVT; -Downsizing of the engine to further reduce fuel consumption, weight and packaging space.

DESCRIPTORS: DRIVES--MECHANISM; FUEL CONSUMPTION; COMBUSTION ENGINE; ANGULAR SPEED; AC GENERATORS; TORQUE; ACCELERATION; REGENERATIVE BRAKING
IDENTIFIERS: TRIEBSTRANG; SA--(STARTER ALTERNATOR); BETRIEBSKENNLINIE; LEISTUNGSRESERVE; FAHRLEISTUNG; CVT GETRIEBE; CVT-Getriebe; Triebstrang;

Starter Alternator; Nutzbremsung

7/3,KWIC/1 (Item 1 from file: 81)
DIALOG(R)File 81:MIRA - Motor Industry Research
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169857
Cadillac to unveil all-new 2003 Cadillac CTS at Pebble Beach Concours d'Elegance
General Motors - Press Release
July 30, 2001

Document Type: PRESS RELEASE Language: ENGLISH
Record Type: ABSTRACT
Supplier Record Type: Press Release

...feature line as the dominant theme, and accentuate the stance of the vehicle. The rear track of CTS is a fixed design point, as is the fender flare. The vehicle sides...

...its predecessor. The engine makes 220 hp at 6000 rpm and 218 lb-ft of torque at 3400 rpm. The engine has been fully revised to improve driveability, power, torque and emissions. While most V6 engines use a 60-degree inclination, the CTS team chose...modes, shift patterns that adapt to driving conditions and driver style, traction control capability, engine torque management during shifts, and powertrain protection capabilities. Another electronic feature is also a first for GM: engine braking in all five gears, giving the automatic the same sporty feel as a downshifting manual. The 5L40-E also has the unique ability, in Sport mode, to identify high...

7/3,KWIC/2 (Item 1 from file: 95)
DIALOG(R)File 95:TEME-Technology & Management
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01719796 20030203248
Starter alternator in zero inertia configuration: expanding the functionality of the zero inertia drivetrain
('Starter Alternator'-Aggregate in traegheitslosen Konfigurationen)
Verbakel, MJL; Rodel, M; Druten, RMvan
CVT Congress, VDI-Ges. Entwicklung Konstruktion Vertrieb, Muenchen, D, Oct. 7-9, 2002VDI-Berichte, v1709, n2, pp403-419, 2002
Document type: Conference paper Language: English
Record type: Abstract
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ISSN: 0083-5560

ABSTRACT:
...at low rotational speeds where its optimum efficiency is found, also known as E-line tracking . However, if the engine is not oversized, this will significantly reduce the acceleration potential. An...

...Inertia configuration (ZI), the inertia of the SA (Starter Alternator) will act as a mechanical torque -assist by accelerating in the opposite direction of the engine during a fast downshift . Compared to the crankshaft mounted SA, this alternative drivetrain will greatly improve the acceleration response...

...SA to a drivetrain can significantly reduce the fuel consumption of a vehicle through regenerative braking (5 %) and a stop-go strategy (4 %). Lowering the engine speed or E-line tracking can further decrease fuel

consumption by 8 %. This strategy will only be accepted by the...

...Zero Inertia configuration. The inertia of the SA will act not only as an electric torque -assist but also as a mechanical power-assist by accelerating in the opposite direction of the engine during a fast downshift of the transmission. This configuration is therefore able to maintain a low engine speed and...

...possible. Currently under investigation for further enhancement of the SA-ZI transmission are: -Reducing the torque transmitted through the CVT bell during launching and acceleration by applying an electric torque of the SA. This increases the torque capacity of the CVT. Optimising the ratios of the planetary gear set to increase the...

...and fuel economy; -Replacing the CVT with an Automated Manual Transmission (AMT), while eliminating the torque interruption using the inertia, i.e. applying the energy stored in the rotating inertia of...
...DESCRIPTORS: MECHANISM; FUEL CONSUMPTION; COMBUSTION ENGINE; ANGULAR SPEED; AC GENERATORS; TORQUE ; ACCELERATION; REGENERATIVE BRAKING
?

Set	Items	Description
S1	0	(CONTROL? (2W) SPEED?) AND (TRACK? (3W) SPEED?) AND (DOWNSHIFT? OR "DOWN-SHIFT")
S2	0	(CONTROL? (S) SPEED?) AND (TRACK? (3W) SPEED?) AND (DOWNSHIFT? OR "DOWN-SHIFT")
S3	0	(CONTROL? (S) SPEED?) AND (TRACK? (5N) SPEED?) AND (DOWNSHIFT? OR "DOWN-SHIFT")
S4	1	(TRACK? (5N) SPEED?) AND (DOWNSHIFT? OR "DOWN-SHIFT")
S5	0	("E-LINE" (2N) TRACK?) AND SPEED?
S6	1	"E-LINE"
S7	2	DOWNSHIFT? AND TRACK? AND BRAK? AND TORQUE?
S8	4999	TRACK? (3N) SPEED?
S9	1	S8 AND DOWNSHIFT?
S10	30	S8 AND ((REDUC? OR DECREAS?) (2W) SPEED?)
S11	1	S10 AND PD<=021106
S12	3	S10 AND (BRAK? (S) SPEED?)

12/3,KWIC/1 (Item 1 from file: 8)
DIALOG(R)File 8:Ei Compendex(R)
(c) 2006 Elsevier Eng. Info. Inc. All rts. reserv.

06367351 E.I. No: EIP03187451039
Title: Vehicle longitudinal brake control using variable parameter sliding control
Author: Liang, Hong; Chong, Kil To; No, Tae Soo; Yi, Soo-Yeong
Corporate Source: Regional Research Center Chonbuk National University, Duckjin-Gu, Chonju 561-756, South Korea
Source: Control Engineering Practice v 11 n 4 April 2003. p 403-411
Publication Year: 2003
CODEN: COEPEL ISSN: 0967-0661
Language: English

...Abstract: control parameter was introduced to reduce the large change of pressure feedback in the hydraulic brake control process of automated highway vehicles. An average decay function was used to smooth both...

...vacuum booster to remedy the oscillations generated by using the pushrod force as the end- brake control. Simulation results indicate that the variable parameter sliding control significantly reduces the speed and space tracking errors in the large brake processes, and the errors experienced during these processes are dominated by the large brake pressure lag rather than the switching delay time between throttle and brake . copy 2002 Elsevier Science Ltd. All rights reserved. 14 Refs.

12/3,KWIC/2 (Item 1 from file: 63)
DIALOG(R)File 63:Transport Res(TRIS)
(c) fmt only 2006 Dialog. All rts. reserv.

00131920 DA
TITLE: TRAIN PERFORMANCE CALCULATOR (TPC)
CORPORATE SOURCE: Canadian National Railways, 935 la Gauchetiere, West, Montreal, Quebec H3C 3N4, Canada
SUPPLEMENTAL NOTES: Direct requests to Manager, Operational Research, Canadian National. Publications: Charles Sankey: "Train Performance Calculator for the IBM 7070, CNR report, Sept. 1963.
PUBLICATION DATE: 19690600 PUBLICATION YEAR: 1969
LANGUAGE: English SUBFILE: RRIS (R 7602)
AVAILABILITY: Canadian National Railways; 935 la Gauchetiere, West ; Montreal, Quebec H3C 3N4; Canada
DATA SOURCE: Canadian National Railways

ABSTRACT: Punch cards are prepared containing track characteristics (elevations, curves, speed restrictions and stops) and train specifications (length, weight, tractive effort, resistances, etc.) These cards form...

...a step by step solution of the equations governing the train's progress along the track , showing distance, time, speed , fuel consumption, etc. The train is assumed to be driven at full power unless either travelling at the speed limit or braking to reduce speed . In other words, the TPC gives the minimum running time. Up to 30 trains may...

...consumption curves are specified as input, and different sets of coefficients can apply to different speed ranges.

12/3,KWIC/3 (Item 1 from file: 95)
DIALOG(R)File 95:TEME-Technology & Management
(c) 2006 FIZ TECHNIK. All rts. reserv.

01742475 20030405162
Vehicle longitudinal brake control using variable parameter sliding control
(Regelung einer Fahrzeugbremse mittels Gleitmodusregelung mit veraenderlichen Parametern)
Liang, H; Chong, KT; No, TS; Yi, S-Y
Chonbuk Nat. Univ., Chonju, ROK
Control Engineering Practice, v11, n4, pp403-411, 2003
Document type: journal article Language: English
Record type: Abstract
ISSN: 0967-0661

ABSTRACT:
...control parameter was introduced to reduce the large change of pressure feedback in the hydraulic brake control process of automated highway vehicles. An average decay function was used to smooth both...

...vacuum booster to remedy the oscillations generated by using the pushrod force as the end- brake control. Simulation results indicate that the variable parameter sliding control significantly reduces the speed and space tracking errors in the large brake processes, and the errors experienced during these processes are dominated by the large brake pressure lag rather than the switching delay time between throttle and brake .
?

Refine Search

Your wildcard search against 10000 terms has yielded the results below.
Your result set for the last L# is incomplete.
The probable cause is use of unlimited truncation. Revise your search strategy to use limited truncation.
Search Results -

Terms	Documents
L10 and shift$	13

Database: US Pre-Grant Publication Full-Text Database; US Patents Full-Text Database; US OCR Full-Text Database; EPO Abstracts Database; JPO Abstracts Database; Derwent World Patents Index; IBM Technical Disclosure Bulletins

Search: L11

Refine Search | Recall Text | Clear | Interrupt

Search History

DATE: Friday, January 20, 2006 Printable Copy Create Case

Set Name side by side	Query	Hit Count	Set Name result set
DB=PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD; THES=ASSIGNEE; PLUR=YES; OP=OR			
L11	L10 and shift$	13	L11
L10	L9 and down$	23	L10
L9	l6 or L7	41	L9
L8	l6 and L7	34	L8
L7	L5 and @ad<=20021106	41	L7
L6	L5 and @pd<=20021106	34	L6
L5	L1 AND (track$ with speed)	63	L5
L4	L3 AND (track$ with speed)	0	L4
L3	L1 AND L2	4	L3
L2	477/110.CCLS.	421	L2

L1	701/93.CCLS.	768	L1

END OF SEARCH HISTORY

Hit List

First Hit Your wildcard search against 10000 terms has yielded the results below.

Your result set for the last L# is incomplete.

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Clear | Generate Collection | Print | Fwd Refs | Bkwd Refs | Generate OACS

Search Results - Record(s) 1 through 10 of 13 returned.

☐ 1. Document ID: US 20030033073 A1

Using default format because multiple data bases are involved.

L11: Entry 1 of 13 File: PGPB Feb 13, 2003

PGPUB-DOCUMENT-NUMBER: 20030033073
PGPUB-FILING-TYPE: new
DOCUMENT-IDENTIFIER: US 20030033073 A1

TITLE: Vehicle brake control system

PUBLICATION-DATE: February 13, 2003

INVENTOR-INFORMATION:

NAME	CITY	STATE	COUNTRY
Kichima, Yutaka	Wako-shi		JP
Bessho, Makoto	Wako-shi		JP
Takei, Katsuyuki	Wako-shi		JP

US-CL-CURRENT: 701/96; 701/93

Full | Title | Citation | Front | Review | Classification | Date | Reference | Sequences | Attachments | Claims | KWIC | Draw De

☐ 2. Document ID: US 20020177935 A1

L11: Entry 2 of 13 File: PGPB Nov 28, 2002

PGPUB-DOCUMENT-NUMBER: 20020177935
PGPUB-FILING-TYPE: new
DOCUMENT-IDENTIFIER: US 20020177935 A1

TITLE: Tracking and driving speed regulating device for motor vehicles

PUBLICATION-DATE: November 28, 2002

INVENTOR-INFORMATION:

NAME	CITY	STATE	COUNTRY
Winner, Hermann	Bietigheim		DE

Koenig, Winfried Pfinztal DE

US-CL-CURRENT: 701/93; 180/170

Full | Title | Citation | Front | Review | Classification | Date | Reference | Sequences | Attachments | Claims | KWIC | Draw De

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☐ 3. Document ID: US 6681170 B2

L11: Entry 3 of 13 File: USPT Jan 20, 2004

US-PAT-NO: 6681170
DOCUMENT-IDENTIFIER: US 6681170 B2

TITLE: Tracking and driving speed regulating device for motor vehicles

Full | Title | Citation | Front | Review | Classification | Date | Reference | Claims | KWIC | Draw De

---

☐ 4. Document ID: US 6473000 B1

L11: Entry 4 of 13 File: USPT Oct 29, 2002

US-PAT-NO: 6473000
DOCUMENT-IDENTIFIER: US 6473000 B1

TITLE: Method and apparatus for measuring and recording vehicle speed and for storing related data

Full | Title | Citation | Front | Review | Classification | Date | Reference | Claims | KWIC | Draw De

---

☐ 5. Document ID: US 6374173 B1

L11: Entry 5 of 13 File: USPT Apr 16, 2002

US-PAT-NO: 6374173
DOCUMENT-IDENTIFIER: US 6374173 B1

TITLE: Terrain adaptive cruise control

Full | Title | Citation | Front | Review | Classification | Date | Reference | Claims | KWIC | Draw De

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☐ 6. Document ID: US 6067496 A

L11: Entry 6 of 13 File: USPT May 23, 2000

US-PAT-NO: 6067496
DOCUMENT-IDENTIFIER: US 6067496 A

TITLE: Automatic driver system, and a method of generating a speed reference in such a system

Full | Title | Citation | Front | Review | Classification | Date | Reference | Claims | KWIC | Draw De

☐ 7. Document ID: US 6052644 A

L11: Entry 7 of 13 File: USPT Apr 18, 2000

US-PAT-NO: 6052644
DOCUMENT-IDENTIFIER: US 6052644 A

TITLE: Apparatus and method for limiting vehicle speed of a working vehicle

Full | Title | Citation | Front | Review | Classification | Date | Reference | Claims | KWIC | Draw De

☐ 8. Document ID: US 5835878 A

L11: Entry 8 of 13 File: USPT Nov 10, 1998

US-PAT-NO: 5835878
DOCUMENT-IDENTIFIER: US 5835878 A

TITLE: Vehicle speed control system

Full | Title | Citation | Front | Review | Classification | Date | Reference | Claims | KWIC | Draw De

☐ 9. Document ID: US 5758306 A

L11: Entry 9 of 13 File: USPT May 26, 1998

US-PAT-NO: 5758306
DOCUMENT-IDENTIFIER: US 5758306 A

TITLE: Vehicle cruise control system

Full | Title | Citation | Front | Review | Classification | Date | Reference | Claims | KWIC | Draw De

☐ 10. Document ID: US 5243523 A

L11: Entry 10 of 13 File: USPT Sep 7, 1993

US-PAT-NO: 5243523
DOCUMENT-IDENTIFIER: US 5243523 A

TITLE: Method and device for computing a stabilized vehicle speed value from a pulse signal

Full | Title | Citation | Front | Review | Classification | Date | Reference | Claims | KWIC | Draw De

Clear | Generate Collection | Print | Fwd Refs | Bkwd Refs | Generate OACS

Terms	Documents
L10 and shift$	13

Display Format: - Change Format

Previous Page Next Page Go to Doc#

Hit List

First Hit Your wildcard search against 10000 terms has yielded the results below.

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Clear | Generate Collection | Print | Fwd Refs | Bkwd Refs | Generate OACS

Search Results - Record(s) 11 through 13 of 13 returned.

☐ 11. Document ID: US 4870583 A

Using default format because multiple data bases are involved.

L11: Entry 11 of 13 File: USPT Sep 26, 1989

US-PAT-NO: 4870583
DOCUMENT-IDENTIFIER: US 4870583 A

TITLE: Constant speed cruise control system of the duty ratio control type

DATE-ISSUED: September 26, 1989

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Takahashi; Minoru	Kobe			JP
Masuda; Jiro	Kobe			JP
Miyazaki; Akira	Kobe			JP
Hitotsuya; Masaki	Kobe			JP
Yamasaki; Hirofumi	Kobe			JP
Takahashi; Junji	Kobe			JP
Teratani; Tatsuo	Toyota			JP
Tachibana; Takeshi	Toyota			JP
Nagasaka; Masumi	Toyota			JP

US-CL-CURRENT: 701/93; 180/178, 700/42, 701/110

Full | Title | Citation | Front | Review | Classification | Date | Reference | [illegible] | Claims | KWIC | Draw De

☐ 12. Document ID: US 4860210 A

L11: Entry 12 of 13 File: USPT Aug 22, 1989

US-PAT-NO: 4860210
DOCUMENT-IDENTIFIER: US 4860210 A

TITLE: Method of determining and using a filtered speed error in an integrated acceleration based electronic speed control system for vehicles

Full | Title | Citation | Front | Review | Classification | Date | Reference | Sequences | Attachments | Claims | KWIC | Draw De

13. Document ID: US 3869019 A

L11: Entry 13 of 13 File: USPT Mar 4, 1975

US-PAT-NO: 3869019
DOCUMENT-IDENTIFIER: US 3869019 A

TITLE: DIGITAL SPEED CONTROL SYSTEM UTILIZING A COUNTDOWN REGISTER

Full | Title | Citation | Front | Review | Classification | Date | Reference | Sequences | Attachments | Claims | KWIC | Draw De

Clear | Generate Collection | Print | Fwd Refs | Bkwd Refs | Generate OACS

Terms	Documents
L10 and shift$	13

Display Format: - Change Format

Previous Page Next Page Go to Doc#